

# Torrance Herald

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## I'd Make A Great TV Prosecutor



### Downtown Torrance in '63

The year of 1963 promises to be a very crucial one in this and every other city in the land. The mercurial changes taking place all around us challenge every businessman and property owner or investor and thousands have their jobs threatened by the tides of fortune in an economy that is as fickle as it is dynamic.

Great changes will take place in Torrance. The rapid growth of the past decade will continue apace, and some sections of the city will have difficulty in not only holding the patronage they now have, but, in attracting a share of apparently certain increases anticipated most of the months in this new year.

We hear the statement often made that "Downtown Torrance is dead," that those who insist it is not are "beating the drum long after the parade has passed" and there is little hope for a revival. The number of store vacancies is depressing and, in our opinion, there are some landlords who refuse to face up to realities, preferring instead to look hopefully forward to some sort of relief from the taxpayers.

1962 recorded some improvements through private initiative in the downtown or original Torrance business district. The year also saw some regression of a costly character that will increase the task of those who soon will have to develop a plan that offers something more than free parking space at the cost of the city.

There are some strong financial institutions in downtown Torrance and some good businessmen who are more than just storekeepers. They need the help from others who will fill the vacant market places and offer personal service and prices that can meet and even overcome the competition of the fine new shopping centers growing up in many other sections of the city. Money must be spent by owners of property to improve the general appearance and convenience of "Old Town," if you please, and the city should help in any reasonable way without committing a precedent that could have every shopping center asking for the same kind of treatment.

In the opinion of this newspaper, nearly every square foot of land in this thriving city has a future and those who possess any part of it ought to do everything now to make their property more valuable in the future. Those with the most at stake certainly must hasten to activate a program that will stop the district's declining economy and start the pendulum swinging in the upward arc.

This newspaper has belabored the subject often and years ago offered suggestions that, if they had been put into effect in time, would have had so-called Downtown Torrance in a much better position businesswise than it is as this year of 1963 begins its inexorable march.

Above all else, the HERALD still believes in a future for the old town business section and that if it is as dead as some lugubrious blues would have us believe, it can be brought back to life with some massive dosages of promotional adrenalin and a skillful job of cooperative face lifting.

### Killing Private Enterprise

The following is excerpted from a lengthy commentary by Robert U. Brown, which appeared in Editor & Publisher, under the significant title, "Sell Free Enterprise":

"Our government takes a dim view of advertising, it seems. The Internal Revenue Service has ruled that no one can spend money for advertising that can be labeled 'lobbying' or that discusses legislative proposals and still consider such an expenditure a business expense for tax purposes. . . .

"The Defense Department says at the same time that companies with government contracts cannot utilize institutional advertising and charge it against the cost of the contract.

"The Federal Power Commission says privately-owned electric light and power companies cannot discuss the merits of private versus public power in their advertising and call it a business expense.

"All this means that advertisers are being curtailed more and more as to what they can and cannot say in print. . . . It all means that the government is saying more and more: 'You can't print that as a legitimate part of your business operation.'

"We think it is about time American business—especially American advertising should speak up on this matter and protest what has been happening."

One thought can be added: Unless American business, in all its ramifications speaks up on behalf of the right of free enterprise to speak its mind, without incurring heavy tax penalties for that privilege, the time will come when there'll be no free enterprise left to speak about. Bureaucrats will have killed it.

### Just Wait and See

The American Motorist got one break during 1962, the American Petroleum Institute reports.

This was the first year in 17 years in which there were no increases in state gasoline taxes. From 1945 clear through 1961 there was at least one state gas tax increase per annum. All told, during that period, motorists were hit with 86 separate gasoline tax increases in the various states, as well as with three increases in federal gas tax.

The institute finds that gasoline taxes add an incredible \$6 billion to the cost of driving. On the average, they amount to 50 per cent of the basic price of the fuel itself. Extreme luxuries, much less a basic necessity, don't bear sales or excise taxes of such a weight.

A word of warning is in order here. The fact that there was no gas increase in 1962 does not mean that a safe and sure precedent has been established. As sure as God made little apples, proposals will be made for further tax increases in a number of states. Taxpayers must continue to keep their eyes open, adopt an attitude of watchful waiting—and make themselves heard when and if the need arises.

### ROYCE BRIER

## Stevenson's Stand on Cuba Decision Reviewed

In retrospect, the hula-baloos kicked up by the Saturday Evening Post article on Adlai Stevenson in the Cuban crisis, seems extravagant, even a trifle absurd.

The article was a run-of-the-mill piece of political breathlessness, of a brand appearing annually for a century out of Washington. It was calculated to leave the reader breathless over the perspicacity of the authors. It assumed the reader would not note its thin veneer, nor how it quoted the anonymous, then by implication presented it as the reality of Stevenson's position.

It is quite possible Stevenson was more hesitant to take summary action in the crisis than most, or all, of those about the President. Stevenson is not one given to lunges. It is quite possible the President winced at Stevenson's position.

But hesitancy and doubt are part of our free society, an attitude impossible if you are associated in government with an Adolf Hitler.

A strong President expects in general, and must have, compliance from those he selects to aid him in government. This is also true in the ordinary business relation, and indeed, in the human re-

### Quote

Going out to the game these days is kinda like reporting to the draft board.—Oliver Ruffolo, pro grid fan.

"The reason they don't have women for after-dinner speeches is because the women can't wait that long to tell it."—George B. Bowers, Aztec (N. M.) Independent Review.

"Remember — when you point an accusing finger at someone else, you've got three fingers pointing at yourself." — Edward J. Franta, Langdon (N.D.) Cavalier County Republican.

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lation. The boss must be boss, or chaos results.

But this does not mean a strong President who is also a wise one, will expect complete agreement of his aides in a complex policy situation. Otherwise, why call on them? The Presidency and most premierships cannot so function.

There are in fact, in a free society, graduations in the advice a subordinate may offer a President. The intractable and miffed may be fired. Others in a disagreement may be only overridden without a break. The human factor is all important, and the climate of a given situation.

Lincoln is a notable exemplar of this. He retained discordant aides inordinately, because he saw beyond the immediate discord.

Mr. Kennedy says he highly values Mr. Stevenson as Ambassador to the United Nations. This may be a political mask for an intention to replace him later. Or it may not be. The two men are at opposite poles. Kennedy is a man of action, a tough, hombre when the chips are down (so was Lincoln, despite the outward show of patience). Stevenson is contemplative, faithful, perhaps a little naively in the current harsh circumstance, to the power or persuasion by words. Such teams often work in history and life, sometimes don't work at all.

But the American people have been watching Stevenson at that mike, and it is doubtful if the President can momentarily come up with a better man, one so effective in setting forth America's position in a world forum.

### TALK OF THE WORLD

**COPENHAGEN**—The Danish authorities take the fairly unorthodox view that ten drunken drivers in jail are better than one on the streets.

Driving under the influence of an Aalborg schnapps and a couple of Tuborg beers is considered so serious a matter that the police, in recent years, have begun what is, by all odds, the most stringent driving program in the world.

In the United States you can usually wiggle yourself out of a tense situation with the assurance you've just had a couple of short beers with a chaser. If you can walk a straight line you stand a fair chance of getting a pass.

In France, your chances of arrest for anything as trivial as driving with the contents of a bottle of vin ordinaire under your belt are extremely remote. Being called to task for barreling down the road in a happy wine-fog—moon Dieu, ne'VER in Greece, there is no law against drunken driving at all.

In Denmark, they not only have laws against it, but they are as tough as nails with booze drivers. In fact, you don't even have to be driving to be convicted — the mere intent is sufficient.

Recently, a Copenhagen man was observed walking, unsteady of gait, toward his car. As our friend opened the car door a friendly policeman walked up and arrested him.

Our friend protested that he was merely fetching his wife's cape — a fair enough defense, it would seem. But there was no scarf in the car and our man had no wife. He got 21 days in jail and had his license suspended for a two-year period — notwithstanding the fact he still had the ignition key in his pocket.

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### A Bookman's Notebook

## Some Love Letters Of Woodrow Wilson

William Hogan

One of the most sparkling—and perhaps overlooked—histories of the season is John Dos Passos' "Mr. Wilson's War." This is a panoramic view of this country's role in the first World War. It covers a broad period from the assassination of McKinley to the death, in 1924, of Woodrow Wilson. I have already covered the book—but I repeat that in dramatizing the historical role of the Virginia pedagogue and president of Princeton who became the 27th President of the United States, Dos Passos represents Wilson as an enormously human human being. He brings this heroic and tragic figure out of the mists that surround him at this point in the 20th Century and into sharp perspective as one of the most interesting Presidents since Lincoln.

Dos Passos' book brought me into close contact with Wilson for the first time. It was for that reason that I looked over an unlikely book—a collection of love letters of Woodrow Wilson and Ellen Axson Wilson, his first wife, who died during Wilson's first term in the White House. This is titled "The Priceless Gift," a work edited by Eleanor Wilson McAdoo, their daughter, from an overwhelming bulk of some 14,000 letters exchanged between the two.

These range from two years during their courtship and engagement, back in the 1880s, to letters from the White House in 1914. Apparently husband and wife were never apart more than a day or so without letters being exchanged. And while Mrs. McAdoo suggests some reluctance in prying into the privacy of her parents' thoughts and emotions, the letters are charming, enormously human and, once again, show Woodrow Wilson, the old Presbyterian schoolmaster, to have been a man of rare feeling, perception, and a swain of no little persuasion.

The atmosphere of this collection may suggest a romantic "woman's book"—to use an unflattering term. It may

also suggest 19th Century romantic fiction of the most wholesome and lavender-scented stripe. Yet it is Americana quite apart from Wilson's personal role in the history of his country.

The letters, judiciously edited from the bulk of thousands, project the atmosphere of Booth Tarkington, if not Henry Adams. Mrs. McAdoo notes: "My mother's letters are, in my opinion, of equal importance, for they reveal not only the deepest things of her life but also how profoundly she influenced Woodrow Wilson and his career."

This, of course, is not everyone's book. I found myself wearying along the way, through the 1880s and '90s, as

I certainly did not in Dos Passos' recapitulation of Wilson's role in the early years of this century. Yet one must agree with Ray Stannard Baker, the great Wilson biographer.

"Here in these intimate writings was the soul of a man with all his burning intensities, his aspirations, his doubts. Better far than any half-remembered memoir. Here in vivid language, with no premeditation, no sense of audience, speaking to the woman he loved devoutly and trusted utterly he poured out the deepest things of his life."

The Priceless Gift: The Love Letters of Woodrow Wilson and Ellen Axson Wilson. Edited by Eleanor Wilson McAdoo. McGraw-Hill, 316 pp., illus. \$4.95.

### Around the World With



## DELAPLANE

"... prefer to go to Europe by boat but I don't know whether the weather would make it too rough at this time of year."

I've only gone to Europe once by sea—the SS Independence of American Export Lines. They make a southerly crossing via Cannes, Genoa and Naples which should be smooth. (It was for me.) Warmer, too. (I was swimming third day out.)

These are the luxury ships with 1000 passengers and bon voyage all the way.

For their brochures, you write American Export Lines, 39 Broadway, New York City. Maybe make it attention Al Graham. I know him.

"... how do you find out about freighter trips? I hear they're the best."

There's a good guide book on this called "Ford's Freighter Ships." Lists ALL of them and where they go. The problem with freighters is they usually carry only 12 passengers (by law) and are booked up most of the time.

Couple of real luxury freighter runs are made by American President Lines and Pacific Far East Lines—address either of them at San Francisco, Calif., for folders. They make some interesting off-beat stops.

"Are there any small ships running to Tahiti?"

I've seen foreign freighters, mainly British, loading copra there. I don't think they carry passengers. The major callers at Papeete and the island of Bora Bora are the Matson cruise ships. Matson Navigation Co., San Francisco, brings you the folders. Great, warm, sunny cruise. I've done it.

There will be a sailing cruise down there about June. Write Captain Mike Burke, Windjammer Cruises, Miami, Fla. Mike runs several schooners on cruises into the Caribbean. But he'll do the long one via Panama sometime this spring.

"If we stop over in Samoa en route to Australia, can you sail around the islands of the South Pacific?"

There are cargo schooners all over the South Pacific. But you have to sort of catch them when they are going to lesser islands—usually for shell or copra.

If you fly via Nadi airport in the Fijis, you can drive an hour over to Lautoka and catch one of Captain Trevor Withers' "Blue Lagoon" cruises.

He runs twice a week down to the primitive Yasawas. Four-day and two-day cruises. The "Blue Lagoon" sleeps 12 and has wonderful food.

These are really wild Melanesian islands. And while the frizzy-haired natives won't eat you, I think you still LOOK tasty to them. Make a reservation in advance. The cruise is popular. For brochures: Captain Trevor Withers, Blue Lagoon Cruises, Lautoka, Vita Levu, Fijis.

"... where we can find out about fishing, boats and skindiving in Lower California?"

I had to go to Robert de Roos, the National Geographic writer, for this: Bob says the place to go is La Paz (by Trans Mar de Cortez airlines from Tia Juana). Later 60 miles south to Bahia de Palmas.

For boats: Bill Calahan. Write him at Apartado 152, La Paz, Baja Calif., Mexico. Skindiving: Richard Adcock, Hotel Perla Building—also La Paz etc. For boats, fishing, skindiving at Bahia de Palmas (good hotel): write John Mitre, Bahia de Palmas, Baja, Calif., Mexico.

### Morning Report:

It's been a rough fortnight for spies. We picked up three suspects. Russia bagged a ha, dozen. France convicted one. Egypt hanged three. And England sent one to the bucket.

That's a lot of cloaks and daggers. But the plots and characters were all dull. Put the whole works together and it wouldn't make one B-movie.

The secrets passed could only be understood by a graduate engineer. And there wasn't enough sex appeal around to carry a 10-second TV commercial. The British case did include a love affair with a girl agent, but they made the mistake of releasing her picture. Mata Hari? This one was just somebody's geometry teacher.

Abe Mellinkoff

### Mailbox

Editor, Torrance Herald:

Everyone seems to have decided that Nelson Rockefeller will be the Republican candidate for President in 1964. That is everyone except me. My choice for the 1964 presidential election is former Vice President Richard Nixon.

I have always had a great deal of respect for Mr. Nixon and I truly believe that he would make an excellent President. The fact that Mr. Nixon lost the recent California gubernatorial election does not erase the fact that as a congressman, senator, and vice president he has served his country well and can continue to do so the same if given a chance. Some find it easy to forget that it was Richard Nixon who unmasked the infamous Alger Hiss, that it was Richard Nixon who showed up Krushchev, that it was Richard Nixon who made something of the vice presidency, and that it was Richard Nixon who ran one of the closest presidential elections in American history. I do not.

Considering the tremendously close race he ran against John F. Kennedy in 1960, I definitely believe he should be given another chance. The one thing that stands in his way is his recent defeat in California, and I believe his defeat can be attributed to three things. First the great majority of Democrats in California, second the widespread disunion of the Republican Party in California, and third, the tremendous program of the Democrats to "get out the vote" which succeeded.

Now in closing I hope that the Republicans will stop ruling Richard Nixon out of the 1964 presidential competition. He has served the Republican Party well and he certainly deserves its serious consideration in 1964.

Ronald A. Scarlata